

THE "THOMAS" MEMORIAL.

Sixteen months ago the many friends in this colony of the genial and deservedly popular proprietor and manager of Thomas's Grill Room sorrowfully followed his remains to their last resting place in Happy Valley. At that time we published an obituary notice of the death of Mr. Thomas, who for many years had been a well known land-mark in these regions, in fact ever since he took (as it afterwards turned out) a false step by leaving one of the Pacific Mail Co's well-found Filice liners, where he was steward, and coming ashore to seek his fortune in this fair "Isle of Fragrant Streams." That, however, is now a matter of fairly ancient history, and what we have to call attention to to-day is the fact that although the Thomas estate, when everything was squared up, showed \$2,345.99 to the good, yet as our paternal Government annexed exactly half of that sum the widow and the aged mother of our respected fellow-citizen got only \$1,172.99, or thereabouts. As it was manifest that this paltry sum would not go very far towards maintaining those who were dependent on Mr. Thomas, a friend of the deceased, Mr. Jas. W. Osborne, of the Bay View Hotel, stepped forward arranged that all that could be got out of the estate should be sent to the widow, and took on himself the not very pleasant task of collecting among the friends of the deceased enough money to erect a suitable tombstone over his grave and have a balance over to remit to Mrs. Thomas. Accordingly two subscription lists were drawn up for circulation and worded as follows:—

SUBSCRIPTION LIST.

"The friends of the late William G. Thomas are earnestly requested to contribute towards a Fund for the aid and support of his widow and his aged mother, who have been left in an almost destitute condition in their old age. It is almost needless to say that the fund towards the erection of a suitable monument over his grave in the Happy Valley cemetery."

J. W. OSBORNE,
Bay View Hotel.

Hongkong, 16th June, 1896.

With characteristic energy Mr. Osborne set to work to raise the money requisite for the accomplishment of the objects set forth above, and although he did not get in as much as he hoped, namely, \$1,000, yet he got together no less a sum than \$698.50, which enabled him to pay \$200 to Messrs. Brown, Jones & Co. for a white marble tombstone, with suitable inscription, and to remit to-day to the widow, Mrs. Mary Jane Thomas, of California, the equivalent of the balance (\$498.50) in United States gold, viz. \$455.43, as set forth in the subjoined balance sheet.

STATEMENT OF ACCOUNT.
To total amount of money subscribed, as per Lists.....\$698.50

By cost of white marble tombstone with inscription, as per photo, and the erection thereof over grave, as per account of Brown, Jones & Co..... 200.00
Balance remitted to Mrs. Mary Jane Thomas as per draft No. 38/47 dated 6th October, 1896, of the Chartered Bank of India, Australia and China for U.S. gold \$455.43.....\$498.50

JAS. W. OSBORNE,

Proprietor, Bay View Hotel.

I hereby certify that I have compared the above statement with the accounts, bank draft, and subscription lists and found it correct.

CHESTER DUNCAN,

Sub-Editor, Hongkong Telegraph.
Hongkong, 7th October, 1896.

LIST OF CONTRIBUTORS.

The following is a list of subscribers to the fund:—

S. H.	\$100	A. H. Rennie.....	\$ 5
J. W. Osborne.....	25	N. Y. To.....	10
Perry Flour Co.....	25	C. L. Gorman.....	10
D. Kennedy.....	5	G. K. K.	5
R. Martin.....	5	J. P. Cottam.....	5
E. W. Mitchell.....	10	E. & G. G.	5
A. J. Rozelle.....	5	M. Marsh.....	5
J. Meir.....	5	C. H. Grace.....	5
L. Mallory.....	25	Chau Tang Kang.....	10
Fung Wa Chun.....	10	W. P. Lang.....	10
W. E. Van Epps.....	20	G. P. Lammett.....	5
G. E. Lammett.....	5	J. Kennedy.....	5
G. L. Tomlin.....	5	J. Wheeler.....	5
W. Hughes.....	5	A. Kucken.....	5
R. Raiton.....	5	C. W. Long.....	5
E. C. Moegens.....	5	M. L. Martin.....	5
H. Carmichael.....	5	J. McIver.....	5
C. P. C.	10	J. Prosser.....	5
Tang K. Shang.....	5	J. W. Kinghorn.....	5
A. Warm Sym.....	4	A. Chee & Co.....	10
with the widow ..			
A. Friend.....	5	F. Bishop.....	5
Cap. J. Williamson.....	10	R. C. Hurley.....	10
John de Lacey.....	10	Friendship.....	10
F. A. Gardner.....	5	A. Friend.....	5
A. S. Leslie.....	5	A. Waters.....	5
Chang Aong.....	5	A. Friend.....	5
M. S. Lian.....	5	Gus Kern.....	5
R. Adams.....	5	C. H. B. Jr.....	5
T. N. E.	5	A. O. K.	10
G. A. R.	5	Tom K.	5
C. Peterson.....	5	J. B. Murray.....	5
Along.....	5	J. McG. Forbes.....	5
Wm. Dunbar.....	20	J. D.	5
J. Galbraith.....	5	D. McCas.....	5
A. Bain.....	5	A. S. Watson & Co.....	10
P. Page.....	5		
W. J. Stewart.....	5		
And Acquaintance.....	5		

IN MEMORY

OF

WILLIAM GOMES

THOMAS,

BORN AT ST. THOMAS,

WEST INDIES,

MARCH 14, 1810,

DIED JUNE 6, 1895,

AT HONGKONG.

"I heard the voice of Jesus say,

Come unto me and rest,

Lay down, thou weary one,

Lay down, thy head upon my breast."

Mr. Osborne has not given up all hope of raising more money for the widow of the late founder and proprietor of Thomas's Grill Room, for he is now almost too old to work for her living and the scanty earnings she is able to accumulate are used as a means of sub-

stistence for herself and her aged mother-in-law. He has therefore asked us to state that any of the friends of the late William Gomes Thomas who have not yet had an opportunity to subscribe towards the support of his widow and mother can do so either by remittance to him or to this journal, in which all donations will be acknowledged once a month.

NEWS BY THE INDIAN MAIL.

The "Apar" liner *Catharina Apar*, Capt. J. G. Offert, with the Calcutta mails to 23rd ult., arrived in harbour this morning. We take the following items from our Calcutta exchange:—

Many of the smaller Indian merchants are leaving here for Bombay. The Europeans hope that Government will replace Askari by Indian troops.

DARJEELING, September 12th.

It is announced that Lady Mackenzie, wife of Sir Alexander Mackenzie, has given birth to a son.

POONA, September 15th.

The Poona Polo Tournament commenced on Monday. The first game between the 2nd Bombay Lancers *versus* the Bombay Gymkhana Committee was won by the Lancers with a score of four goals and two subsidiaries to all. The second game the Poona Horse *versus* the Royal Artillery, was won by the Poona Horse by fifteen goals and three subsidiaries to one goal and one subsidiary. To-day the Dublin Fusiliers played the Yorkshire Light Infantry. The game was won by the Dublin by five goals and five subsidiaries to one goal and one subsidiary. The second game was between the Middlesex Regiment and the Durham Light Infantry. The game was a fast one throughout. The Middlesex scored two goals and three subsidiaries to the Durhams' one goal and one subsidiary. During the third chukkur Mr. Alarworth, No. 2 of the Durhams, collided with another rider and fell, the pony rolling over him. Medical assistance was promptly rendered, and it was found that he had dislocated his left shoulder and sustained other injuries. He was carried off the field in great pain.

BOMBAY, September 15th.

Passengers arrived by the steamer *Lavada* describe the bombardment of the palace of the Sultan of Zanzibar. They say that some five hundred dead bodies were subsequently found on the shore, but as a good deal of looting had taken place before the capture of the town by the British, it is possible that several of the dead were peaceable inhabitants, instead of the armed followers of the claimant to the Zanzibar throne. He is said to have had a force of some 2,000 men at the time of the bombardment, but many of them were doubtless made to take up arms on his behalf by force, as rumours are current that, in order to terrify the natives, he beheaded at least one man, and committed atrocities on others. The Europeans of the city found shelter in the British, American and German Consulates, while the Indian native population were taken on board the British India steamer *Nowshera*. After the bombardment the town was cleared of its native population to prevent further looting and riot, and on the *Lavada* leaving for Bombay, on the 29th ult., with a number of Indian refugees, the place was greatly quieted, but trade was more or less at a standstill. Several of the armed followers of the usurper were captured, but during the attack by the men-of-war a number succeeded in escaping in dhows.

SIMLA, September 16th.

With regard to the proposals of the Pasture Committee, it is understood that the authorities consulted here express practically their unqualified approval, and advocate speedy consultation with the various local Governments and Administrations.

BOMBAY, September 16th.

Mr. F. W. Maclean, Q.C., the newly appointed Chief Justice of Bengal, has arranged to leave London for India on October 17th.

SIMLA, September 16th.

General White, the Commander-in-Chief, has met with a most serious accident, his horse having kicked him in the face, and inflicted very severe injuries.

September 18th.

The Commander-in-Chief is making satisfactory progress.

BOMBAY, September 16th.

The steamer *Aracan*, Captain William Dugald, bound from Liverpool to Rangoon, with a general cargo and twelve cabin passengers, became disabled on the way. The propeller shaft broke, and she was unable to proceed. Fortunately she met the City of India steamer *City of Edinburgh* bound for Glasgow from Calcutta, on the 12th instant. The latter vessel brought her in tow to Bombay harbour to-day.

September 18th.

The *Aracan*, after discharging her cargo, will enter the dry dock for repairs, and will proceed on her voyage to Rangoon. Her passengers are:—Messrs. Smith, Brown, Bashart, Connor, Christopher, Baylis, Bragetter, Mr. and Mrs. Napier, Miss Dawson, Miss Holge, and Captain Matthews.

LONDON, September 21st.

The death of Justice Denham is announced. A letter from the Sirs, Sir Herbert Kitchen, offers pardon to Wad Beshara and his followers if they surrender.

September 22nd.

The casualties on board the gunboats were one killed and thirteen wounded. The whole expedition advanced on Dongola this evening.

LONDON, September 22nd.

Colonel Baden Powell has been placed under open arrest because he executed the Chief White, the country not being under martial law.

September 23rd.

Another conference has been held in the Matopos Hills between the leading Chiefs and General Sir Frederick Carrington and Mr. Cecil Rhodes. The Chiefs have submitted and agreed to settle in the open.

September 24th.

Tynan has written to the American Ambassador in Paris claiming the rights of an American citizen, and asking that he may return to New York.

September 25th.

The Observatory officials report to-day as follows:—

On the 9th at 10.20 a.m.: Typhoon crossing N. Luzon, apparently moving towards N.W. at present. At 11.5 a.m.: The barometer has fallen considerably at Bolinao and moderately on the S.E. and E. coasts of China; risen in the Gulf of Tonkin. Forecast:—Moderate or fresh N. winds; unsettled; some rain.

At 4 p.m. the barometer was falling.

THE SHANGHAI CHAMBER OF COMMERCE.

CORRESPONDENCE RE WOOSUNG BAR AND THE PROPOSED TAX ON GOODS MANUFACTURED IN CHINA.

The following is the portion of the voluminous correspondence submitted at the meeting of the Committee of the Shanghai Chamber of Commerce on the 28th ultimo, for which we have been unable to find space until to-day. It is referred to in the leading article published in this issue:—

RE MEMORIAL OF THE TUNGSHI YAMEN. Legation of the United States, Peking, 5th September, 1896.

Sir,—I have the honour to acknowledge the receipt of your communication of the 27th ultimo.

You therein call attention to a Memorial from the Tungshi Yamen to the Throne relating to a proposed tariff on local manufactures, and you ask that as Doyen of the Corps Diplomatique I will move my "colleagues to inform the Tungshi Yamen the proposals of their memorial."

I have circulated your communication and enclosure among the foreign representatives who are now at Peking, or in its vicinity.

It happens, however, that several are absent. It is therefore impossible to secure a meeting for the immediate consideration of the important questions involved.

I have notified the Tungshi Yamen that the Chamber of Commerce has forwarded to me as Dean a protest against the proposals contained in its memorial to the Throne to tax Cotton Manufacture at Silk Filatures ten per cent, and Manufacture at Silk Filatures ten per cent, and Manufacture at Silk Filatures ten per cent, and Manufacture at Silk Filatures ten per cent.

I have asked the Yamen to postpone all action on the matter until a meeting of the Foreign Representatives can be had.

I have the honour to be, Sir, Your obedient servant, CHARLES DENBY, E. F. Alford, Esq., Chairman, Shanghai General Chamber of Commerce.

RE EXTRA TAX ON GOODS MANUFACTURED IN CHINA. Shanghai, 23rd September 1896.

Sir,—Referring to your letter of the 27th August last relating to the proposed taxation of silk filatures, I have the honour to hand you under the cover copies of a letter which I addressed on this matter to the Doyen of the Diplomatic Body at Peking, under date of the 31st August last, and of Colonel Denby's reply thereto, dated the 10th instant.

I have the honour to be, Sir, Yours obedient servant, O. STUEBEL, Consul-General for Germany and Senior Consul.

E. F. Alford, Esq., Chairman of the Shanghai General Chamber of Commerce.

Shanghai, 31st August, 1896.

Sir,—The Shanghai General Chamber of Commerce, in submitting to the Consul General copy of their letter addressed to your Excellency under date of the 31st inst., on the subject of the taxation of Silk Filatures as proposed in the memorial from the Tungshi Yamen to the Throne, have requested their assistance in support of the views expressed by the Chamber.

The Consul General is fully impressed with the importance of the interests at stake in the matter brought to your notice by the Chamber, it being particularly obvious that to levy, in addition to the other taxes mentioned by the Chamber, a new tax of 10 per cent. on this year's silk production would mean a great injustice to those interested in the silk filatures, as the cocoons which are used to reel this silk were bought by them quite unaware of a new tax being contemplated.

I am therefore desirous by my colleagues to express to your Excellency a hope that the Diplomatic Body will use their power to prevent the measures now proposed by the Tungshi Yamen from being put into execution.

I have the honour to be, your Excellency, Your obedient servant, O. STUEBEL, Consul-General for Germany and Senior Consul.

To His Excellency Colonel Denby, U.S. Minister and Doyen of the Diplomatic Corps, Peking.

Legation of the United States, Peking, September 10th.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 69 of the 31st ult., relating to the proposed taxation of silk filatures.

As a meeting of the Foreign representatives cannot now be had on account of several of them being absent, I have sent to the Yamen a paper asking that action in the proposed scheme of taxation be delayed until the Foreign representatives can meet and consider the question involved, and I stated that delay would do no possible harm, because it was presumed that no event would this season's business be taxed.

I have the honour to be, Sir, Your obedient servant, CHARLES DENBY, Dr. O. Stuebel, Consul-General for Germany and Senior Consul, Shanghai.

Shanghai General Chamber of Commerce, September 28th.

Sir,—I have the honour to acknowledge receipt of your Despatch No. 77 of 23rd inst. covering copies of your letter to the Doyen of the Corps Diplomatique regarding taxation of filatures and factories and of His Excellency's reply—the latter is regarded as very satisfactory—and I am desirous by the committee of the Chamber to convey to you the appreciation of the support afforded by their views by you and your colleagues.

I have the honour to be, Sir, Your most obedient servant, E. F. ALFORD, Chairman.

To Dr. Stuebel, Consul-General for Germany and Senior Consul.

RE SURVEY OF WOOSUNG BAR. London, 21st August, 1896.

Dear Sir,—I duly received your favour of 21st ult., the contents of which have had my careful attention.

Prolonged negotiations have taken place between my colleagues, Messrs. Freshfield and Williams, and the solicitors of Messrs. Coode, Son & Matthews, Messrs. Radcliffe, Cator and Hood, with regard to the agreement for the proposed report on the Woosung Bar, and I enclose copies of final letters from Freshfield and Williams to Messrs. Coode & Co. dated 1st instant, and from Radcliffe & Co. to Freshfield and Williams, dated 31st ult., from which you will learn the position taken up by the Engineers and how improbable it seems that any satisfactory arrangement can be arrived at.

I feel that I cannot accept the terms now required by Messrs. Coode, Son & Matthews without your approval of them, and inasmuch as I shall be on the spot for the purpose of Engineers who could undertake the work within a specified time, in case your decision is to refuse

the terms required by Messrs. Coode, Son & Matthews. If, however, you are prepared to accept such an agreement as is proposed you will kindly let me know by wire. My view is that Mr. Matthews' firm desire a contract that they can act under just as it may suit their own convenience, and I regret that so much time has been lost through them.

I am, dear Sir, Your most obedient servant, W. KESWICK, The Chairman, Shanghai Chamber of Commerce, Shanghai.

20, Craven Street, Charing Cross, London, S.W., 21st July, 1896.

Dear Sir,—We have seen the draft of the alterations you have made in the draft agreement between them and Messrs. Matheson & Co. and we regret they do not see their way to accede to your suggestion. We will therefore mention the points that are outstanding for your further consideration.

In the first place we notice that your clients enter into the agreement for and on behalf of the Shanghai Chamber of Commerce. It must be clearly understood that our clients have not to look to the Chamber of Commerce for payment, but that Messrs. Matheson & Co. are personally responsible, as far as the Engineers are concerned, is the main object of the agreement.

With regard to clause 1, Mr. Matthews is unable to bind himself to do more than to proceed to Shanghai within 18 months of the date of the agreement unless he gets a certificate, under clause 5 that he is not in a fit state to undertake the work. As a matter of fact March, 1897, would be the most convenient time for him to go, and one which having regard to the state of the climate would be most suitable, but he has very important work in hand in this country which he cannot possibly neglect, so that some latitude must be given to him as to the time within which he must start.

Moreover Mr. Matthews must be the sole judge as to whether a survey of the Woosung Bar is required, and if it is required he must be the person to order it and he cannot have any interference by the Chamber of Commerce. The addition you have made at the end of this clause might involve the Engineers in enormous expense. They have no intention of preparing working drawings. All they undertake to do is to present a report, accompanied by such drawings as the Engineers may consider necessary for the illustration of it. Any other drawings they may make will remain their own property.

Our clients entirely disapprove of the addition you have made to clause 3. They cannot ask Sir Charles Hartley to concur in such an arrangement, and having regard to his position and that of our clients, we should have thought that Messrs. Matheson & Co. might fairly have assumed that neither Sir Charles nor Messrs. Coode, Sons and Matthews would ask for payment for work which they have not performed, and with regard to the 10,000 paid to the Engineers you must bear in mind that Mr. Matthews' time is of great value and if for instance he was to go to Shanghai and the report could not be subsequently made in consequence of his death, he may have spent a great deal of time in connection with the work without any remuneration, and the 10,000 must be retained by the firm whether the report is presented or not.

We shall be glad if you will see your clients on the subject of the draft, but we confess that at the present moment it does not look as though we were likely to come to terms.

Yours, etc., R. B. CATOR & HOOD, Messrs. Freshfield & Williams, 5, Bank Buildings, E.C.

5, Bank Buildings, E.C. 1st August, 1896.

Dear Sir,—We beg to hand you the accompanying copy of a letter we have received from Messrs. Radcliffe & Co. relating to the proposed agreement with Messrs. Coode, Son & Matthews.

As regards your liability we think Messrs. Radcliffe must have overlooked that the paragraph of the Agreement the effect of which distinctly renders you personally responsible.

As regards the rest of it, it seems to us that you cannot proceed further with the negotiation without reference to Shanghai, particularly having regard to Mr. Dugden's letter to you of the 4th of June. One would really imagine judging by Messrs. Radcliffe's remarks that Mr. Matthews and his firm are the only Engineers in the world, and in our view of the matter to accept the terms sought to be imposed by them would amount to a very serious bargain. In short, the agreement would practically speaking amount to nothing.

If the Chamber have determined to employ Mr. Matthews and no one else it seems to us a little premature to enter upon the negotiation at all, and it would be better to wait until Mr. Matthews is a little more at leisure and when he can enter upon a binding arrangement.

If we can assist you at all, the writer will be glad to call upon Mr. Keswick either on Tuesday next or any day afterwards.

We are, etc., FRESHFIELD & WILLIAMS, per I. H. Messrs. Matheson & Co., London.

LEGAL INTELLIGENCE.

SUPREME COURT.

ORIGINAL JURISDICTION.

(Before his Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

October 9th.

THE BANK OF CHINA, JAPAN, AND THE STRAITS LIMITED, v. CHEUNG YAU TO AND OTHERS.

The plaintiffs sought to recover \$100,000, a debt due on a bond.

Mr. J. J. Francis, Q.C., and Hon. H. E. Pollock (assisted by Messrs. Johnson, Stokes, and Master) appeared for the plaintiffs, and Mr. W. V. Drummond and Hon. Ho Kai (assisted by Mr. Francis) appeared for the defendants.

Mr. Francis' case of all matters that the Acting Attorney-General had waived his precedence and had allowed him (Mr. Francis) to conduct the case. He also mentioned that the case had been for two days before Sir Fielding Clarke, when it was adjourned sine die.

The question now arose whether the case should go on from the point it left off and his Lordship only upon Sir Fielding Clarke's notes of the evidence or whether there should be a complete re-hearing. Counsel on both sides had agreed that it would save time if the case was entirely re-opened.

His Lordship agreed that it would be more convenient to take the case *de novo* and regretted that through the change of the presiding judge counsel should be put to so much trouble.

Mr. Francis then said this was an action on a bond. The real plaintiffs were the Bank of China and Japan, Limited, but they were suing in the name of the Bank of China, Japan, and the Straits Limited, who were the guarantors on the record. The case was one against the bank.

His Lordship said the case was one against the bank and the case dated was 1894.

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Firmations.

KOPS ARE STILL RUNNING.

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is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CAM,"

Captain Shaw, will be despatched as above on or about SATURDAY, the 10th instant.

For Freight or Passage, apply to

DODWELL CARLILL & Co., Agents.

Hongkong, 3rd October, 1896. [1514]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARLICK & Co., General Managers.

Hongkong, 9th October, 1896. [1566]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASLOUN,"

Captain J. Murray, will be despatched for the above Port on MONDAY, the 13th October.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1896. [1508]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKANG,"

Captain C. B. N. Dodd, will be despatched as above on TUESDAY, the 13th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th October, 1896. [1560]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain Bellen, will leave for the above places on WEDNESDAY, the 14th instant.

For Freight or Passage, apply to

SANDER & Co., Agents.

Hongkong, 7th October, 1896. [1561]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Almore..... Thursday... 15th October.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALMORE,"

will be despatched hence for VICTORIA, (B.C.), and PORTLAND, OREGON, via KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 25th September, 1896. [1509]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 24th September, 1896. [1495]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOPIING, GÖTEBORG, DANTZIG and KÖNIGSBERG, with transshipment in HAMBURG.)

THE Company's Steamship

"TELENA,"

Captain Scott, will be despatched as above on MONDAY, the 19th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 6th October, 1896. [1487]

NORDEUTSCHER LLOYD.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Chartered Steamship

"DAPHNE,"

Captain Samelson, will leave for the above Ports on or about WEDNESDAY, the 15th instant.

For Freight or Passage, apply to

MELCHERS & Co., Agents.

Hongkong, 6th October, 1896. [1555]

FOR NEW YORK, VIA SUEZ CANAL.

THE "Warrack" Line Steamer

"ARGYL,"

Captain Wm. Ward, will be despatched for the above Port on or about the 24th instant.

To be followed by

The "MILBURN" Line Steamer "PORT PHILLIP" on or about the 9th November, and

The "MODUL" Line Steamer "AFRIDI" on or about the 24th November.

For Freight or Passage, apply to

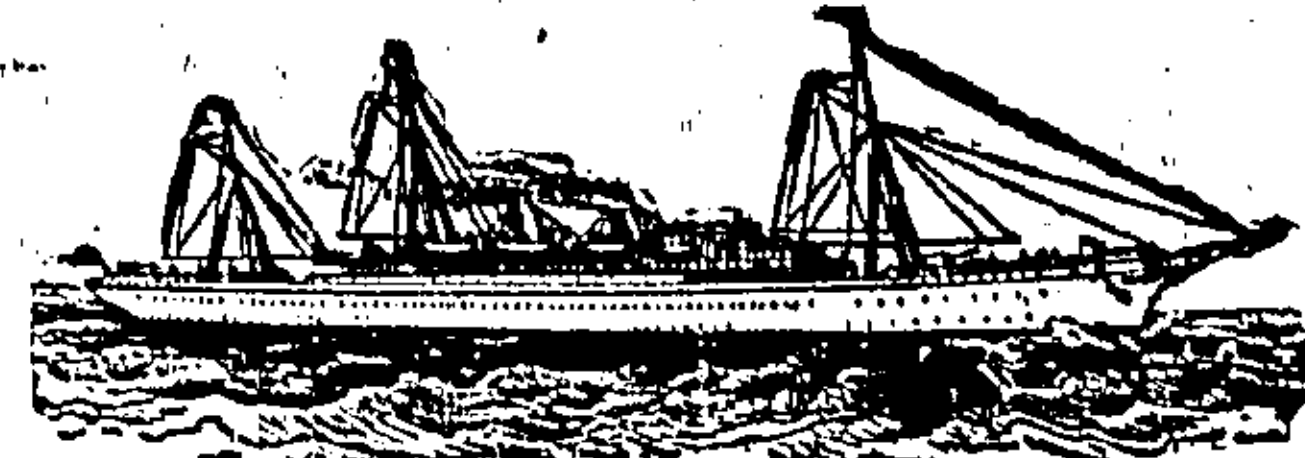
DODWELL CARLILL & Co., Agents.

Hongkong, 6th October, 1896. [1579]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,

Piddar's Street.

Hongkong, 30th September, 1896. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Wednesday, 4th Nov., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 21st Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 27th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September 1896. [15]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [14]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 27th Oct., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 12th Nov., at Noon.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Sunday, 20th Nov., at Daylight.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 27th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September 1896. [15]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PERIN,"

Captain J. F. Johnson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd October, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Calcutta, leaving that Port on the 12th November for London direct.

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th October, 1896. [151]

Printed and Published by CHERRY DUNCAN at No. 4, Praya's Hill, on the day of the Press.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich..... Tuesday... 13th Oct.

Prinzess..... Tuesday... 10th Nov.

Sachsen..... Tuesday... 8th Dec.

Bayern..... Tuesday... 5th Jan.

Prinz Heinrich..... Tuesday... 2nd Feb.

Prinzess..... Tuesday... 2nd March.

ON TUESDAY, the 13th day of October, 1896, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct. and Parcels will be received at the Agency's Office until Noon on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 18th September, 1896. [1447]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.